

**Attachment 1**

**Draft Meeting Notes  
Bicycle and Pedestrian Task Force**

**MEETING DATE:** March 20, 2019  
**MEETING LOCATION:** CMAP Offices  
**CALLED TO ORDER:** 1:00 p.m.

**ATTENDANCE:**

**TASK FORCE MEMBERS OR ALTERNATES:**

Tom Rickert, Kane Co. DOT, Chairman  
Jessica Hyink, City of Evanston  
Jason Meter, CTA  
Sidney Kenyon, DuPage DOT  
Pam Sielski, FPDCC  
Ed Barsotti, Ride Illinois  
Patrick Knapp, Schaumburg  
Keith Privett, CDOT, Co-Chair  
Emily Karry, LDOT/LCCoM  
Lee Ann Prather, IDOT  
Karen Shinnars, PACE (on phone)  
Ron Burke, Active Transportation Alliance  
Jessica Ortega, DuPage Co. Forest Preserve  
Greg Piland, FHWA  
Kevin Stanciel, RTA  
Allison Buchwach, Metra  
Ryan Peterson, KKCOM  
Allan Mellis, Citizen

**ABSENT:**

George Bellovics (for Dave Longo), IDNR  
Carlos Feliciano, IDOT  
Randy Neufeld, SRAM Corp  
Gin Kilgore, Bike Winter / LIB  
Representative, CNT

**CMAP STAFF:**

John O'Neal  
Barbara Zubak  
Stephanie Levine  
Jeff Schnobrich

**OTHERS:**

Lara Biggs, City of Evanston  
Sat Nagar, City of Evanston  
Lubka Benak, CDOT  
Mitch Barloga, NIRPC  
Barbara Miller, Go Evanston  
John Fervoy, Go Evanston  
Mike Kerr, CBBEL  
Matt Gomez, Active Transportation Alliance  
Cori Crawford, Forest Preserve District of Will County  
Scott Hennings, McHenry Co. DOT  
Cody Shariff, McHenry Co. Council of Mayors  
Tomohiko Music, CCDOTH  
Tim Gustafson, Epstein

## **1.0 Introductions**

Members and attendees introduced themselves.

## **2.0 Approval of the Minutes**

*Motion for approval of the meeting notes was made and seconded. The motion carried.*

## **3.0 Local and Regional Planning**

### **3.1 City of Evanston – Bicycle and Pedestrian Projects and Programs**

City of Evanston planning and engineering staff (Jessica Hyink, Sat Nagar, and Lara Biggs) presented on the development of Evanston’s bicycle and pedestrian network, and specific transformative projects and programs to increase and improve conditions for bicycling, walking, and access to transit.

Ms. Hyink began by introducing the presentation and its focus on the Dodge Ave. and Sheridan Rd. projects, and on the public outreach and engagement for these and other projects. She began by providing background and overview of the 2014 Bike Plan and the proposed network identified in that plan. The planned network identified 27 corridors for analysis, of which 8 were selected for further refinement and study, including 3 already under consideration and planning.

Ms. Biggs then talked in detail about the Dodge Ave. project, focusing on the experience the City had with the public – especially motorists, who were largely against the parking-protected bike lanes installed in June 2016. Ms. Biggs described the needs (identified in planning studies) for the project, including adjacent and nearby land uses and destinations (especially Evanston Township High School), current bicyclist use/counts and crashes. The last provided crucial proof of the effectiveness of the bike lanes, once installed. She provided an overview/history of the project and then described major public concerns expressed during and after the project and potential solutions identified in response to these concerns:

1. Bus Stops Causing Conflict
  - *Solutions:*
    - *Work with CTA to eliminate flag stops and implement ¼ mile bus stops. Define these stops with infrastructure.*
    - *Create a space for bus to pull out of traffic. Results in loss of approx. 2 – 5 parking spaces for each stop.*
2. Reduced Visibility at Intersections
  - *Solutions:*
    - *Remove 2 – 4 parking spaces at each intersection to improve visibility.*
3. Emergency Vehicle Access
  - *Solutions:*
    - *Remove the bollards around the areas striped for “No Parking” to provide visibility at each intersection.*
4. Street Cleaning and Snow Removal
  - *Solutions:*
    - *Specialized equipment to remove debris, leaves and snow. Bollards removed from October through April to facilitate cleaning.*
5. Cost of Protected Bike Lane Removal
  - *Solutions:*
    - *If removed, the city would need to pay back \$940,000 the full cost of project*

Ms. Biggs concluded with data on crashes along the corridor, which showed that overall the project increased safety, which was a key goal. The bike lanes also appear to have contributed to an increase in bicycling in the corridor and surrounding areas, which was another key goal.

Mr. Nagar then gave an overview of the Sheridan Ave. project. He began by describing the corridor and the three different contexts: downtown, commercial core (southern end); Northwestern University campus (middle); residential area (north end). He reviewed basic traffic operations and roadway characteristics, including ADT, number of peds, number of bicylists, number of CTA and University shuttle bus riders, and number of crashes by type along the corridor and at key intersections. He also noted that the jurisdictional transfer from IDOT to Evanston in 2008, which made this project possible. Next, Mr. Nagar reviewed the extensive public outreach process. Finally, he reviewed design details at key locations along the corridor.

Ms. Hyink concluded with a discussion of next steps and future projects for the City of Evanston, including completion of the Church St. bikeway, Main St. improvements, bicycle boulevards, and continuing of Chicago Ave. bike improvements south to Chicago.

### **3.2 CDOT/City of Chicago/CDOT – 312 RiverRun**

CDOT Livable Streets Program Director (Lubka Benak) presented on the 312 RiverRun project, part of the [Building on Burnham](#) plan to invest in projects that create new recreational opportunities across Chicago. The project includes the construction of a 1,000-foot long curving bicycle and pedestrian bridge over the Chicago River on the City’s north side, which will connect shared use paths and other facilities in several parks along the Chicago River.

Ms. Benak began by placing the 312 RiverRun project within the context of the City of Chicago’s goal to develop a continuous river trail system. She provided an overview of the

project to connect Horner, California and Clark parks and reviewed the key destinations that the new 2-mile continuous shared use path would create, highlighting the Riverview Bridge and the Irving Park Under Bridge. She also described to related projects, the Ravenswood Manor Neighborhood Greenway and the Lincoln Village Ped/Bike Bridge. Ms. Benak reviewed the long list of stakeholders and regulatory agencies.

Ms. Benak then provided details on the existing conditions, design considerations, and alternatives analysis, evaluation, and results. She ended with photographs of the construction, currently underway, stating that construction of Riverview bridge was expected to be complete in summer/fall of 2019 and the Irving Park under bridge in spring of 2020.

#### **4.0 Pedestrian and Bicycle Programming and Policy**

##### **4.1 Northwestern Indiana Regional Planning Commission – Bike and Ped Initiatives**

NIRPC Transportation Planning Manager/Active Transportation Planner, Mitch Barloga, presented on NIRPC's recent and ongoing bicycle and pedestrian initiatives and programs, including the [Greenways & Blueways Plan](#), new funding sources, trail projects, and the soon-to-be-complete [2050 Plan](#).

Mr. Barloga began by emphasizing the functional and physical – if not jurisdictional – connectedness of northeastern Illinois and northwestern Indiana. He noted that the regional trail system in northwestern Indiana, like northeastern Illinois, is based and built upon former rail lines (with the addition of some utility ROW and waterway corridors). He showed maps identifying priority regional trails and trail corridors and these corridors relation to preserved open spaces and ecological assets or green infrastructure.

He gave a brief overview of and highlighted key elements and aspects of his agency's Greenways and Blueways 2020 Plan and its recent update. He mentioned – and provided copies of – the map of trails and recommended on-street bike routes in northwestern Indiana. He highlighted local efforts to promote cycling and trails, including bike share systems and wayfinding signage. Mr. Barloga contextualized northwestern Indiana's efforts within statewide trail planning and funding programs, including the recently-announced [Next Level Trails Grant Program](#).

Next, he focused on key trail connections between Illinois and Indiana, including the Burnham/Pennsy Greenway (and the long-standing gap); the lack of connection on the Illinois side at border on the lakefront, where Indiana recently completed a lakefront trail.

Mr. Barloga then gave an overview of the Marquette Greenway Trail, which would run from the Illinois border to New Buffalo, MI. Part of the trail already exists. Indiana applied, unsuccessfully, for TIGER and BUILD funds to complete the trail. At its western end, this trail would consist of the recently constructed trail around Wolf Lake, which he then described. This trail features branding both as local segments and as the Marquette Greenway, as well as sculptural elements and wayfinding and interpretive signage. He emphasized the role that this trail could play in the U.S. Bike Route System, complimenting or replacing Indiana's segment of U.S. Bike Route 36. This system would complement, and support other national trail effort, such as the American Discovery Trail and Rails-to-Trails recently announced Great American Rail Trail.

Finally, Mr. Barloga gave a brief overview of NIRPC's soon to be completed NWI 2050 Plan.

#### **4.2 Grant Fund Updates**

Status updates were provided on recent calls-for-projects in the following funding programs, most of which ended on March 15:

- CMAP CMAQ, TAP, STP Shared Fund
- CCDOTH Invest in Cook
- IDOT SRTS
- IDNR RTP, Bike Path Program

#### **4.3 CMAP Committees and Task Force Representative to Transportation Committee**

With the adoption of ON TO 2050, CMAP has identified structural and procedural opportunities at the working committee level to help facilitate a robust implementation of the plan. CMAP staff provided information on recent action taken by the Board and review the membership composition and working processes of the Transportation (TC) and other committees.

The staff report included the announcement that the Task Force representative to TC, Randy Neufeld, requested that he be relieved of this position due to a work schedule that prevented him from attending many of the meetings. They emphasized the fact that the Task Force rep to TC would be representing the Task Force and not their individual organization or agency. The chairperson then asked if there were any volunteers to replace Randy. Ron Burke, of Active Transportation Alliance, stated that he would like volunteer to fill this position. The chairman noted that the Task Force must also appoint an alternate and, again, asked for volunteers. Mr. Privett stated that he thought that the Forest Preserve, advocacy, and municipal reps would be best suited for this appointment, since the City of Chicago/CDOT, Counties, and the transit agencies already had membership on TC. A motion was made, seconded, and approved by all to appoint Ron Burke of the Active Transportation Alliance to be the Bicycle and Pedestrian Task Force representative to the Transportation Committee and to appoint Ed Barsotti, of Ride Illinois, as the alternate.

#### **5.0 Project Updates**

No project updates were given.

#### **6.0 Public Comment, Announcements and Other Business**

No comments or announcements were given.

#### **7.0 2019 Meeting Dates**

The Chair reminded Task Force members and the public of the remaining 2019 meeting dates.

- Wednesday, June 19, 2019 at 1:00 p.m.
- Wednesday, September 18, 2019 at 1:00 p.m.
- Wednesday, December 11, 2019 at 1:00 p.m.

#### **7.0 Adjournment: 3:15 PM**